GRUMMAN
plane news
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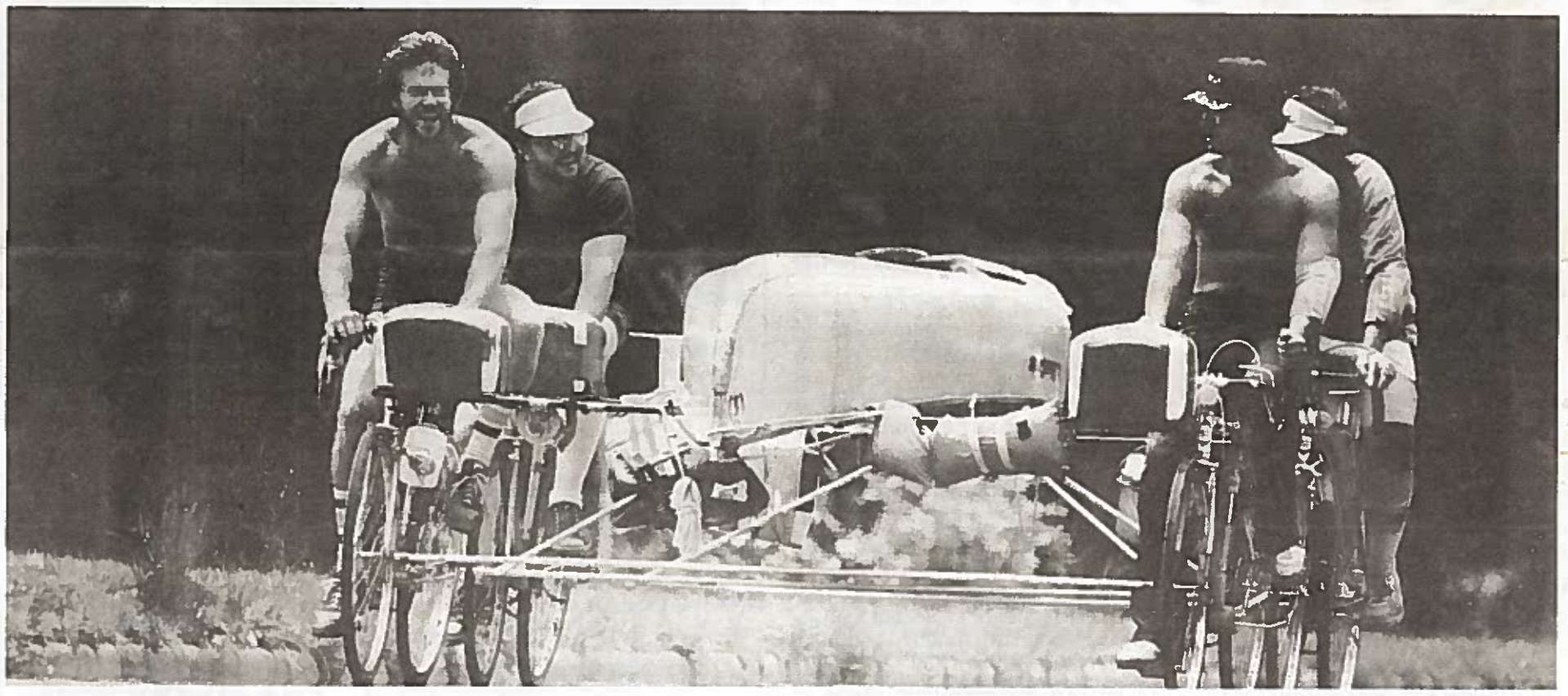
Merrily we row, roll along



It did float. *'Captain' Ray Polniak (top photo) pushes 'Lyndsey' and crewmembers (front to back) Chris Hicks, Jeff Mears and Shep Little into the deep waters of the Oconee River.*

It took four 10-speeds, Shep Little's sister's canoe, lots of pipe, nuts and bolts, foam and plastic scrounged by Ray Polniak ("I'm a good scrounger") and long hours, but Little, Polniak, Chris Hicks and Jeff Mears did it. They won the first Oconee Land and River Race in Milledgeville, Georgia.

"Three Northerners and Milledgeville's own Shep Little," as Milledgeville's *Union-Recorder* called the winners, used their boat/bike to complete the 11-mile circuit. They pedalled from Milledgeville's City Hall overland to the Oconee River, rowed five miles down-river, then back six miles overland to City Hall in two hours, 44 minutes, 52 seconds.

The entry from the Milledgeville Fire Department was second, 15 minutes behind the Grummanites. Third place went to an entry built by the Boy Scouts of Troop 318. The Police Department, the only other entry in the race, did not finish.

"For weeks and weeks, people were playing up the rivalry between the Police and Fire Departments," says Polniak. "Everybody else had planned months in advance for this."

The four Grummanites started building the bike/boat "Lindsey" (named for Polniak's newborn daughter) the Thursday before the race at 6 p.m.

They worked till 12:30 Friday morning, took the afternoon off from work on Friday to work on their craft from lunchtime until one in the morning Saturday, slept till 6 a.m., then went back to work, finishing off their racer at 9 a.m. The race started at 10.

"When we got to the starting line," Polniak recalls, "one of the guys from the Police Department said that if it floated as well as it rode, we'd win. We didn't know if it would float at all. We hadn't had time to try it out."

But, thanks to a good welding job by Jack Coward and "lots of duct tape," it floated well enough to win the $300 first prize going away.

"We went out and had a good steak dinner," Hicks says. With the rest of the money, "We threw a victory party the weekend after the race." And more than 100 of their friends turned out for the celebration.

Next year, the four Grummanites expect many more teams to enter the race. But they don't care. They're getting ready for them.

No matter who wins next year, they'll always be the first. Says Hicks, "We showed 'em how it was done."

Achiever of the year. *Gerry McNiff (2nd R) is congratulated by (L to R) Will Bischoff, director of Engineering; Gerry Sandler, deputy director of Engineering; and Al Gurkewitz, deputy program director of Joint-STARS. McNiff won the Engineering Department's Outstanding Technical Achievement Award for 1982.*

Engineering Department salutes Gerry McNiff

Success relies on teamwork, but every once in a while it's boosted by an individual's outstanding performance. Such is the case with Gerry McNiff, the Software Systems Principal Engineer on the Pave Mover Program. For his efforts, he received Grumman Engineering's Outstanding Technical Achievement Award for 1982.

"The technical accomplishments made by our engineering team on the Pave Mover Program in 1982 were of the highest level," says Will Bischoff, director of Engineering. "But it is seldom that an engineering team's success could have been as dependent on a single individual's technical achievement as was the case on Pave Mover.

"In his role as primary innovator for all technological efforts on the Pave Mover, Gerry literally advanced the state-of-the art," states Bischoff.

Now called Joint-STARS (Joint Surveillance Target Attack Radar System), Pave Mover is a new advanced radar system that will be used by the Army and the Air Force. The Grumman/Norden team is competing against Hughes, Westinghouse and General Electric. Tests of the advanced radar system were performed at Calverton and at White Sands, New Mexico, last year.

"When Hughes, our primary competitor, didn't accomplish a single successful major technical demonstration in 1982, the value of Gerry's contributions began to come into perspective," says Bischoff. "Grumman has two stunning successes on this program including functions which — prior to Gerry's work — were stuff of science fiction, not real world combat environment equipment."

For his contributions to the Pave Mover effort, McNiff was honored by the Engineering Department as its 1982 Outstanding Technical Achiever.

Says Al Gurkewitz, deputy director of Joint-STARS, "Gerry's technical expertise and leadership were a key to the success of the Pave Mover and in my opinion, there is no one more deserving of recognition by Grumman and the Engineering Department."

obituaries

KENNETH S. EDWARDS JR., of Resources, Pl. 7, died June 23 at the age of 44. He had been with the company since 1963 and resided at 86 Barnea Hale Rd., E. Hampton.

EDWARD J. LONG of ILS Tech Services, Pl. 35, died June 24 at the age of 47. He had been with the company since 1966 and resided at 33 Marquette Dr., Smithtown.

JOHN E. HOUSE of Prototype, Pl. 2, died June 28 at the age of 50. He had been with the company since 1955 and resided at 2811 Exterior St., New York City.

FERDINAND CSADENYI of TS Material Requirements Planning, Pl. 2, died June 30 at the age of 64. He had been with the company since 1957 and resided at 21 Ketewamoke Ave., Babylon.

PATRICIA A. ROBERTS of Controls, Pl. 2, died July 3 at the age of 43. She had been with the company since 1969 and resided at 222 Wisconsin Ave., Massapequa.

EA-6B No. 34 returns to Calverton for update

The 34th EA-6B built by Grumman arrived at Calverton recently for a face lift.

Delivered to the Navy in June 1973, the Prowler returned to its Long Island birthplace to undergo modification to the latest ICAP-2 configuration and Standard Depot Level Maintenance (SDLM).

"This is the first of 15 operational EXCAP aircraft to be cycled through Grumman for modification," reports Larry Buck, assistant program manager, Modifications. "In addition to upgrading the avionics systems to the latest configuration, a major concern is the extent of airframe corrosion. A very thorough inspection and corrosion control program will be conducted."

The Prowlers will also get the new tactical paint scheme. "At the completion of this modification program, many additional years of service will be added to these Prowlers," states Buck.

New life. *This EA-6B built by Grumman in 1973 has returned to Calverton for modification to the latest ICAP-2 configuration.*

letters

Dear Editor,

Here's a note to the male chauvinist who thinks he's so wise.

Where would the American male — and family — be today if it weren't for working wives? They make many contributions . . . bearing and raising children, cooking meals, cleaning house — and earning an honest day's wage.

Throughout the country, it now takes two to work for the American dream. I pity the male chauvinist.

Wanda Albritton
Dept. 883
Plant 77

To the Male Chauvinist in New York:

I would think that any man with intelligence would appreciate a working woman who can help to achieve their goals and make it easier for both to be a success in times like these.

There is no better tribute to a man than his wife being able to share the load as well as keep house.

I would like to send a sympathy card to his girlfriend or wife — if he has one.

Debra Sheeley
Plant 77

Unit values

Investment Plan

Unit Values as of May 31, 1983

Equity Fund. . .	**$2.445 (up from $2.409)**
Fixed Income Fund.	**$3.496 (down from $3.527)**
Guaranteed Income Fund . .	**$1.624 (up from $1.608)**
Company Stock Fund . . .	**$56.25 (down from $60.313)**

(April 30, 1983, unit values are in parentheses)

Composite chopper: light but tough

Teamed with Bell, Grumman is building parts for new Army helicopter

In the 15th century, Leonardo da Vinci's "Helixpteron" was the first such design of note. It wasn't until 1939, though, that Igor Sikorsky flew his first helicopter.

Now comes the Model D292 from Bell Helicopter Textron, one of the two designs set to become the first helicopters with airframes built nearly all of composites. And teamed with Bell is Grumman Aerospace, which is building nearly one-third of all the composite parts for the Model D292.

The Bell/Grumman design is competing against one from Sikorsky Aircraft in the Army's Advanced Composite Airframe Program (ACAP).

Lightweight contender. *The Bell/Grumman D292 which is being built for the Army will become the first helicopter with an airframe made from nearly all composites parts.*

Triple effort

The program is in its second phase, with both competitors building three prototypes for the Army. One will be built to test parts fit and tooling, the second will be a static test/drop test article and the last, for flight test evaluation.

"Our job is to make as much out of composites as possible," says Grumman project manager John Roman. "The structural weight of the aircraft will be about 85 percent composites.

"We will take the dynamic systems of a current helicopter — the engine, main and tail rotors — and use them on the composite aircraft." These parts will come from Bell's Model 222 commercial twin-engine helicopter.

Composites are being used wherever possible. "We've applied new technology to design new seat pick-ups to replace aluminum ones," points out Roman. "Replacing metal fittings with composites will save about 22 percent of the weight."

Much of the trick to successfully making a production composite airframe lies in the design of the tooling.

If the tooling for the composites (which are handled like a fabric until they are hardened — "cured" — under heat and pressure) are designed correctly, the composite parts won't have to be "custom fit" later. This is a critical point to the Army, which is looking to this program to prove the methods and tooling for full scale production of utility helicopter composite airframes. It's a tool designer's challenge, because the parts do get complex.

'It's one of the most challenging composite jobs we've ever had . . .'

The forward roof section Grumman is building for the Model D292 is a very intricate composite part. "One of the most challenging composite jobs we've ever had at Grumman," states Roman.

The 10-foot-long structure is flat on the bottom but has an intricate criss-cross frame and pattern on top with two long spars extending forward. It will be built in one curing, needing little finishing.

The program is also challenging because of the use of exotic materials.

On the Model 222, for example, the engine floor and firewalls are made of titanium. Grumman is replacing the titanium parts with parts made of a 3M product called Nextel.

As an engine firewall material, Nextel is excellent. You can light a 2,000°F fire on one side of a slab of Nextel and the flame won't burn through. "We're probably one of the few companies in the country working with this advanced material."

Although the Bell team is building a helicopter, one of the reasons Bell chose Grumman as a teammate is related to the company's understanding of what it means to land an F-14 on a carrier deck. It's a landing Grummanites call a "controlled crash." Grumman applied some of that knowledge to make the Model D292 crashworthy.

"The ACAP design called for the airframe to be crashworthy at 42 feet per second," Roman states, "The F-14 doesn't hit the deck that hard. We carrier land at 25 feet per second."

So Grumman designed a landing gear system for the helicopter to take at least a 20 foot per second wallop before yielding. When it does give, it will start crushing a graphite/epoxy tube to absorb more energy. The fuselage will absorb another 10 feet per second and the seats will take 12.

"It's like dropping from a six-story building." Nonetheless, "Everyone must survive," says Roman.

The ACAP program began back in 1979. There were five competitors then, with Hughes, Kaman and Vertol being the others in the preliminary design phase.

The Army awarded only the two continuation contracts.

All the pieces will be manufactured during this phase. (The Grumman parts are being made in Plant 3 in Bethpage.) Final assembly and flight testing will also take place during Phase II, with the flight tests set for 1985.

Everything is right on schedule and Roman feels that Grumman is making the people at Bell happy. "The Grumman structures will deliver a 26 percent weight savings," says Roman. "The Army wanted 22 percent."

In the stitch

Your local shoemaker has become very important to the aerospace industry.

Well, maybe not he so much as something you'd find in his shop.

Composites are handled like the pliable pieces of leather he uses to make shoes. Patterns are drawn, pieces are cut. (Milledgeville, in fact, uses a Gerber Cutter to cut pieces from long strips of composite materials. The computerized Gerber was designed for the clothing industry.)

Then, pieces are stitched together.

"We use a shoemaker's sewing machine," says John Roman, the project manager of Grumman's Advanced Composite Airframe Program. In the ACAP program, the stitching is done to make composite helicopter parts Grumman is building for Bell Helicopter Textron under an Army contract.

After the pieces are stitched together, the part is cured under pressure and heat, causing the part to harden in the shape of the mold it is held in. The stitching gives the bond between pieces added strength.

"Where have all the rivets gone?" you ask. They've gone to Kevlar thread.

GRUMMAN plane news

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What's inside the Blue Ball?

Dear Editor,

As a public service, I think it would be great for the Plane News to give a factual report on exactly what is housed inside the Blue Ball on the roof of Plant 5.

Guesses have ranged from a work lab, water tower, radar antenna, radio room and antenna, and God only knows.

John Rebholz
A-6 STOL Program

John Rebholz, you asked for it!

What's in the Blue Ball atop Plant 5? There's almost nothing in it; it's used for storage.

But the Blue Ball, which has become a Grumman landmark, has had an interesting, up-and-down history since it was placed so carefully on the roof of Plant 5 on August 20, 1958.

The Ball was patterned after the DEW (Distant Early Warning) Line of radar stations which are situated along the 70th parallel of North America to detect enemy aircraft and missile attacks.

Actually, the design for the Blue Ball, the Dew Line radomes and others was a standard one. "I asked for the design from the Lincoln Lab at MIT," recalls Dick Plunkett, who was Grumman's one and only chief radome engineer then. "They furnished it to us, free."

Plunkett, who spent six of his 41 Grumman years on the Lunar Module program in Florida but is still working on radar, brought the plans back and adapted them to Grumman's needs.

It was made of 26 fiberglass-reinforced plastic sections, "like orange peel," in Plant 11. "People from the production fiberglass shop in Plant 27 came over here to work on it," recalls Dick Boddy, now a leadman in Plant 11.

The Grummanites in Plant 11, which is about a mile from the main Bethpage complex, had made the plaster molds to form the sections.

Once the sections were finished, they were bolted together in Plant 5. Then, the white shell was hoisted, by crane, onto a round, wooden base on the roof of Plant 5.

It was built for the Avionics Department. The department needed it as an antenna shelter for the Tracer program. "The new addition," said the September 5, 1958, edition of *Plane News*, "will make possible complete tests of all AEW (Airborne Early Warning) radar systems, thus substantially reducing the number of flight hours required."

The WF-2 (later called E-1B) program used the Blue Ball until late 1959 or early 1960, when the E-2A Hawkeye avionics program moved to Plant 14.

Stairway to the stars

In late 1963, the Blue Ball joined the Lunar Module program, becoming "essentially a planetarium," according to Mike Solan. Solan, a simulation engineer and flight control system test project leader in Plant 14, recalls, "We resurfaced the interior of the ball so it was smooth by filling in between the ribs with a plaster-like material.

"Then we connected a star projector to the analog computing facility in Plant 5 (these computers were moved, recently, to Plant 14)."

Inside their planetarium, the technicians built a mockup of a Lunar Module cockpit. They were out to develop navigation techniques the astronauts aboard the LM could use, should their automated equipment fail. By learning to navigate by the stars after leaving the moon the astronauts could safely get the module into an orbit to rendezvous with the command module.

Astronauts Edwin Aldrin and Russell Schweikart worked on the project. But, says Solan, the fruits of their labors were never used by the Lunar program.

The planetarium was dismantled in 1964.

No one could be found who knew if the Blue Ball was used for anything other than storage since 1964.

But a shack built against the base of the Ball for the radar program has been used since late 1969 or early 1970 by the Amateur Radio Club, according to Skip Courtney, a former president of the club.

Courtney also recalls being kidded that the Blue Ball was repainted "in his honor" in 1976, the year he was elected president. It was then that the flood lights illuminating the Ball were put up.

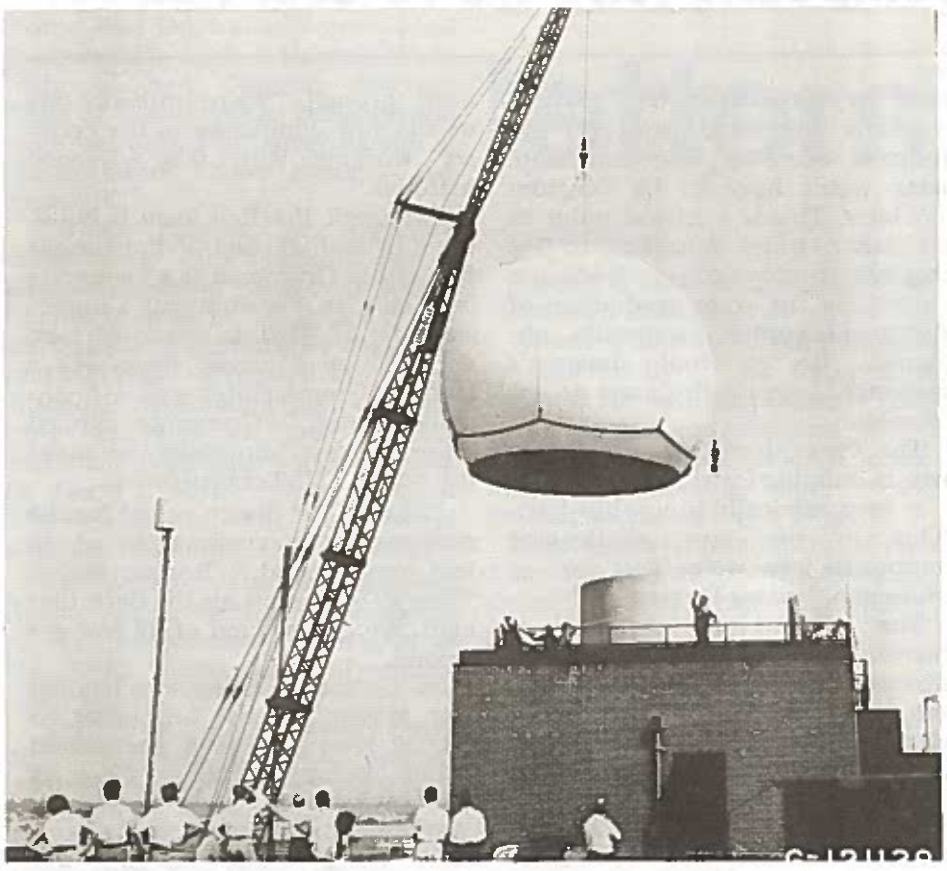
Why be blue?

The VHF antenna that projects straight up from the center of the Ball belongs to the club.

Unfortunately, John, we were unable to learn when the Ball was painted blue.

If anyone out there knows, let us know.

From his desk. *Senior engineer Dick Plunkett sat at his drawing board over 25 years ago and made some changes in a standard radome design. Little did he know the new design would become a Grumman landmark.*



White Ball. *The Blue Ball wasn't blue when it took its place on top of Plant 5 in 1958. No one's sure when it was first painted blue.*

work

It's one-third of your day for probably 45 years of your life. You love it, hate it, tolerate it, can't wait for Mondays, or just live for Fridays. It gives meaning to your life, or maybe it's just a way to keep your belly full and a roof over your head.

Whatever work means to you, it's part of the way you define your place in the world.

In the latest in a continuing series of interviews in which Grummanites talk about work, Bill Willemsen talks about his job in Plant 2 Electron Beam Welding/Machining.

"This is a tough job, a dirty job. Oil gets all over your clothes and you're tired at the end of a day.

"I'm a leadman in EB Machining. We support EB — electron beam-welding. It's a process that takes two pieces of titanium and fuses them together by the heat of an electron beam. The welds are X-rayed to make sure they're perfect; if they are, they come back to us to be machined.

"We just finished a job on an EF-111 wing pivot bearing; it was repair work. We've never handled anything that big on our machines before. This was something different — and what made it a real challenge was knowing that if it didn't work out right, the problem would have to go back to Engineering for another evaluation to see if another repair is possible.

"I worked at Liberty Aircraft in Farmingdale for 10 years before I came here. I started with Liberty right out of high school and stayed until 1957 or so; they were taken over by Penn Texas. They just bought it out — liquidated the place. They were after Liberty's assets, I guess.

Working for Grumman

"When I was at Liberty, 80 percent of the work was from Grumman. I worked on the F-9, the F-11, the Albatross; it was almost like working for Grumman. A lot of guys came over here when they folded.

"I got into the trade because of my father. He was a machinist, trained on the other side in Holland. He was my boss at Liberty, and boy, was he a tough boss! I always felt that he was much more critical of me than of anyone else. He wanted to make sure I learned the right way to do things.

Precision tools

"At the time, you had to have your own tools. You bought them at the company's general store. My father would take me down there and say, 'Here, you need this,' and they'd take it out of my paycheck. When it was all paid up, he'd have me down there again and he'd pick out something else he thought I should have.

"So I've added to them over the years. They're all precision instruments. This one was made in Switzerland by a company that makes watches. It's just an indicator, but it's a very good one. I take good care of all my tools; they all go back in their cases when I'm finished with them. They're an investment.

"You don't have to have all your own tools here, although I personally think it's better if you do. You just tend to have more respect for something if it's your own. When I take a reading on something with one of my tools, I have confidence that the reading is accurate because I know the tool has been well maintained.

"We make the wing center section for the F-14. I'd say 95 percent of our work is on the F-14.

"See this piece? We call it a snowshoe — just because it looks like one. When you work with these things all day long, you can't call them by their part numbers. Who can remember a long part number? So you call it by whatever it looks like. There's another piece we call the pivot. One piece has a large oval slot; so you hear, 'What's so-and-so doing?' 'He's working on slots.' Like that.

"Things can get repetitious. When you work on the same part day after day, you get bored. When you get bored with a thing and figure you could do it in your sleep, you start making mistakes. So that's no good. You have to move people around.

"But on the other hand, if you move them around too much, you can lose out in production time. You may figure that something is a six-hour job — but the guy who's just breaking in is going to need more time that that. You have to discover the right balance.

"We have a meeting here every morning at 7:30 to set up our plans for the day. That way everyone knows which machines are up or down; who's working on what; what our schedules are. Everyone attends: foremen, leadmen, supervisors.

"In some ways, this is a dying trade. I don't think it will ever die out altogether, but more and more of the new equipment is NC — that's for numerical control.

His father's footsteps. *Bill Willemsen got into the trade because of his father. 'He was a machinist, trained on the other side in Holland.' says Bill.*

Spreading his knowledge. *Bill Willemsen says, 'It's very rewarding when you show someone how something is done and they latch on to it.*

"Most of the young guys who come in don't stay very long. They find the work is tedious, and it can be. They don't want to get stuck on one machine; they want to get around, and you can't blame them.

"We've gotten some very good young people from BOCES [Board of Cooperative Educational Services] and from the trade school at Sewanhaka High School, but they move on to other things.

"I enjoy training them, though. I always thought I'd make a good teacher. In fact, when I was in school, my shop teacher talked to me about it. But I do my teaching here. It's very rewarding when you show someone how something is done and they latch on to it. When they don't pay attention, or if they have a poor attitude, well, you try to be patient. But you remember it.

"I've got 10 guys in my group now, and all of them are machinists. Five of them are approaching retirement age and they're going to be very tough to replace. At one time there were 43 people here. That was back in 1974 when we had the big push to make F-14s for Iran.

"What do I look for in a machinist? Someone who's conscientious, good at math, able to follow blueprints and worksheets.

"These parts are worth a lot of money. It costs plenty, in time and materials, if something is fouled up. The parts are machined to very fine tolerances — and I'm talking about thousandths of inches: sometimes less than a hairwidth. So there's a lot of responsibility involved.

"This work, well, it isn't for everyone, but I like it. You can see your work at the end of the day. It's there, you've made it. It's a feeling of accomplishment."

H. Szubzda

W. Raynor

E. Johnson

R. Mastrole

C. Gambino

J. Carbone

E. Sweeney Jr.

J. Cohen

P. Courtney

J. Kotary

W. Lynch

S. Davis Jr.

M. Nicholson

J. McDonnell

P. Howell

J. Trahnstrom

K. Nicholson Jr.

service milestones

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Herbert H. Ketcham Jr., Prod. Plnng. (2)
Stanley F. David, Gen. Acct. (30)
Henry L. Dubocq, Sys & Cntrl. (35)
Leonard J. Galupo, Fld. Ops. Logis-Other Plts. (267)

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Arthur C. Jaeger, Prod. Superv. (1)
Robert E. Boehning, Proj. Mgmt. (1)
Harry Youngs Jr., Drop Hammer (2)
Robert J. Selock, Cntrl. Stor. & Ret. (2)
Richard E. Smith, Jigs & Fix. (2)
Robert J. Sanderson, M & ME M/S (2)
Louis Amoroso, Prod. Cntl-Parts Cntrl. (3)
Joseph P. LaTurno, Repair Cntrl. (3)
Rudolph J. Smatlak, Tool Maint. & Repair (3)
Lawrence L. Negretti Jr., Final Assy. Struct. (4)
G. F. Dunmire, Market & Adv. Tech. (5)
Ettore Borrelli Jr., Resource & Admin. Servs. (8)
Charles Selock Jr., Central Rec. (24)
Harold C. Albertson, PMM-MIL & Space (30)
Charles T. Oliver, Struct. Des. (40)
Kenneth Sommer, G.R. Matl. M/S (43)

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Carl Zindl, Matl. Offsite Supp. Cntl. (2)
Walter H. Matuza, Composites & Adhesives (2)
Kenneth P. Bonestele, Convent. Machs. (3)
Ernest E. Gambino, Convent. Machs. (3)
William M. Aubin, M/S (5)
Eugene J. Schineis, Q.C. Mgmt & Admin. (6)
Nicola Narciso, Softwre Anal. (14)
Lillian L. Offen, Medical (25)
Roberta Cade, Matls. Account. (30)
John A. Borgen, Q.C. (77)
Carl B. Butter, Production (88)

J. Baldasare

A. Mahlstedt

W. Phillips

A. Sattler

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William F. Raynor, Assy. Methods (1)
Albin G. Donner, Food Service (2)
Eleanor R. Johnson, Food Service (2)
Ralph F. Mastrole, Mfg. Prod. Ctrl. & Prog. Mgt. (2)
Charles J. Gambino, Small Parts Fab. (3)
Joseph Carbone, Maint. Wast. Dispos & Gron. (3)
Emil J. Rue, Maint-Rearrange. (5)
Ronald E. Renman, Envir. Cntrl. Des. (5)
Edward F. Sweeney Jr., Prod. Devel. Cntr. (5)
Julius Cohen, Resources M/S (5)
Patrick J. Courtney, Corp. Sys. (5)
John F. Kotary, Metal Treat-Fin/Sealn. (6)
William F. Lynch, ILS Ops. Supp. (6)
Seymour E. Davis Jr., Maint-Facil. Equip. & Gen. (6)
Martin J. Nicholson, Cal. Est. (6)
John G. Noble, Shipping (6)
James J. McDonnell, Softwre Supp. (7)
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John R. Trahnstrom, Propl. & Fluid Sys. Prd. Supp. (7)
Kermit E. Nicholson Jr., Flt. Ops. Insp. (7)
Chester R. Fitzgerald, Plastic/Plaster Tool (11)
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Patrick C. Barone, Softwre Appl. (14)
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Alfred Daum, Config. Data Mgmt. (25)
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Gerald J. Fox, Life Sciences (35)
Bruce T. Hurley, Corp. Qual. Mgmt & Admin. (35)
William A. Dengler Jr., Corp. Qual. Mgmt & Admin. (35)
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William T. Phillips, Irvine Prog. Mgmt. (71)
Kirk D. Keer, Prog. Mgt Space (71)
Alvin F. Sattler, Tech. Ops. (77)
Charles H. Stenzel, Field Ops Logistics-Other Plts. (280)
Roy Erlandson, Controls & Mech. (5)
Ralph P. Palomba, Lab. Mgmt & Tech. (14)

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Gary I. Bigel, Reliability (35)
Reginald T. Grant, Guidance & Cntrl. Staff (35)
Arnold I. Gersch, Weight Optim & Tech. Dev. (35)
Prisco A. Panza Jr., Qual. Eng. (35)
William G. Todd, PPO-A6 & EW Prog. (40)
Otto W. Stanaitis, ILS Dig. TPS Eng. (40)
Victor F. Kueffer Jr., ILS Equip. Des. Eng. (40)
Edgar L. Smith, ILS Equip. Des. Eng. (40)
Martin P. Bourbin, Aerodynamic Des. (40)
John S. McNamara, Sys. Cost/Perform. Anal. (40)
Pasquale J. Moro, Veh. Des. Proj. Mgt. (40)
Raymond C. Boyd, Field Op Svcs-other Plts. (40)
Anthony P. Bertolami, Mech. Detail & Fin. (43)
Phillip J. Kessler Jr., Avionics Sys. Test-Temp. (43)
Harold Johnson, Config. Data Mgmt. (43)
Marvin Lewis, Trans-Ops. (44)
Bernadin J. Doute, Insp. Elect. (44)
Jonathan G. Rysanek, Irvine Eng. (71)
Roger W. Tully, Base Mgmt. (88)
Alexander Tkacz, Support (88)
Chester H. Frasher, Logistics Servs. (280)
Joseph J. Farina Jr., Logistics Servs. (281)
John F. Griffing, Site Mgt. (289)
Nicholas J. Maroulis, Supp. Sys. (502)

July

Anthony J. Merto, Final Assy. (1)
Stephen L. Gaffney Jr., PMM-MIL & Space (1)
William Alexander, Electro-Mech. Lines (1)
Robert J. Mihok, Metallurgical Eng. (1)
Ronald R. Helm, Sys. Cost/Perform Anal. (1)
Thomas F. Gould, Softwre Supp. (1)

C. Fitzgerald

A. Lucidi

P. Barone

W. Konig

A. Daum

J. Lombardi

G. Fox

B. Hurley

W. Dengler Jr.

James M. Ballenger, Small Parts Fab. (2)
Joseph S. Auteri, Parts Paint (2)
Frank S. Rogienski, Detail Parts Fab. (2)
Walter H. Lengwenus, Mech. Struct. & Proto. (2)
Frederick Buck, Prod. Superv. (2)
Richard J. Messina, Prod. Cont-Major Assy. (2)
Kalvin Pogoloff, Assy. Methods (2)
Robert F. Richter, Mfg. Sys. Doc. (2)
Sylvester S. King Jr., Stockrooms (2)
Kenneth C. Ripp, Matl. Mgt. M/S (2)
William L. Fiorenza, Jigs & Fixtures (2)
Alfred A. Tolken, Machine Shop (2)
Dennis A. Fuchs, Form Block (2)
Anthony W. Vollono, Tool Cntrl (2)
Thomas A. Boglino, Central Stor. & Ret. (2)
George D. Valentine, Maint-Rearrange. (2)
Peter W. Grevstad, Assemblies (3)
Salvatore Catalono, Assemblies (3)
Willie W. Bailey, Assy. (3)
George Frank, IND Eng-Crewload (3)
Frank Wolff, Matl. Review Eng. (3)
Daniel T. Smith, Static Test (5)
George Perchak, Static Test (5)
Anthony D. Costabile, Struct. Des. (5)
Lowell A. Deutsch, Fluid Sys. (5)
George J. Duckett, Veh. Struct. Anal. (5)
George G. Cohen, Adv. Prog. (5)
Donald M. Wallace, Exec. Staff (5)
Alexander Alexandrovich, vice president-Military Space Progs. (5)
Kenneth F. Ball, Instr. Test (6)
Jack H. White, Maint-Facil Equip. & Gen. (6)
Richard T. Cruger, Plt. Protection (6)
George M. Parent, A6/EA6B Teardown-DA (6)
John W. Turner, A6/EA6B Sys. Install-DA (6)
George R. Stapleton, F14 Stuct. Inst/ DITMCO (6)
David J. Zazeski, Elect. Bench Assy. (6)
Frederick V. Filippone, Stockrooms (6)
Stephen Petrokiewicz, Final Assy. Insp. (6)
Robert P. Schmitt, Computer Des. (7)
Frederic N. Peterson, Aircraft Progs. (7)
Anthony Carnesi, Mfg. Prog. Mgt. (9)
Emerson Turner, ILS Supp. Ops. Proj. Mgt. (9)
James G. Hartmann, Plastic/Plaster Tool. (11)
Peter J. Donohue, M & ME M/S (12)
George T. Callahan, Maint-Rearrange. (13)
Bruce D. Perine, ILS Pub. Proj. Mgt. (15)
Emil G. Pavlik Jr., ILS Tech. Writ. (15)
William L. Tucker, ILS Pubs. Cntrl. (15)
Jerome R. Kelly, ILS Prod. (15)
William E. Werner, Central Ship. Cntrl & Pkg. (17)
Gordon L. Pottberg, Pl. Protection (18)
Richard Brown, Trans-Ops. (20)
Harold F. Kelley, Trans-Equip. Maint. (20)
Marvin I. Brown, ILS Site Reqmts. (25)
Edith M. Sundman, Office Mgmt. (25)
Fred J. Abeles, Envir. Cntrl. Des. (25)
John P. Hsu, Controls & Mech. (25)
Walter N. Zywan, Research (26)
Harold W. Johnson, Procurement Servs. (30)
Howard V. Spegman, Prog. Proc. M/S (30)
Charles F. Draudt, Pricing & Anal. (30)
Edward J. McKeough, Cust. Supply Reqts. Mgt. (30)
Henry J. Rotzman, Civil Eng. (30)
Rodney W. Cronin, Gen. Acct. (30)
Carmela C. DiBella, Acct. Adm. (30)
Allan J. Westbrook, Cntrl. Sys. Eng. (30)
John A. Portuese, Sftwre Supp. (31)
Salvatore V. Failla, ILS Equip. Des. Eng. (35)
Claude E. Gibson III, Info. Rec. & Serv. (35)
Gabriel Isakson, Computer Aided Struct. An. (35)
William E. Hammel, Computer Aided Struct An. (35)
Joseph H. Scanlon, Fluid Dyn. (35)
Louis A. Fabiano, Sftwre Sys. Proj. Mgt. (35)
Robert H. Klemm, Standards (35)
Michael J. Kennedy Jr., Mfg. Prog. Mgt. (40)
Philip Kiburis, ILS Site Rqmts. (40)
Even S. Thorsen, Veh. Struct. Anal. (40)
Morton M. Aguado, Sys. Cost/Perform Anal. (40)
David W. Tarbell, Sys. Cost/Perform Anal. (40)
Charles L. Dietz, Antennas & Radomes (40)
Raymond C. Perticaro, Mech. Struct & Assy. (43)
James N. Thorsen, Mfg. Reqts. Plnng. (43)
Richard F. Dougherty, Resources (43)
Paul G. Mulligan, Manufact. Tech. (43)
Barbara B. Horak, Distrib. Servs. (44)
Lean C. Bullen, Houston (52)
John E. Flynn, Fin/Prog. Budgets (66)
Lewis M. Iuliucci, Ops. M/S (66)
Ernest F. Barina, Prototype/Detail Parts (77)
Ralph O. Marangio, Tool Eng. (77)
John Urgo Jr., Production (88)
Penyamin B. Sohikian, GAC St. Augustine (265)
Clinton C. Dalton, A/C Avion Sys-Other Plts. (279)
Michael J. Piluso, A/C Avion Sys-Other Plts. (280)
Raymond E. Hanlon, Supp. Sys-Other Plts. (280)
Raymond R. Munsell, Cont. Main SVC-Other Plts. (530)

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June

Joseph G. Odermatt, Prog. Matl. Mgmt. (1)
John C. Mahoney, Stabil & Contl. Equip. (1)
George Raffa, Operations (3)
Catherine Waters, Dynamics (5)
Glenn L. Spacht, Adv. Aircraft Sys. (5)
Douglas Koubek, Eng. Test Oper. (5)
Ronald C. Braun, Corp. Instr. Syst. (5)
Robert Rowan, Jr., Corp. Instr. Grd. Test (5)
Sandra A. Leonard, Corp. Contracts (5)
Dean J. Leslie, New Prog. Est. (5)
Joseph W. Ullman, Bus. Mgmt. & Analysis (5)
John W. Datz, Jr., Corporate Systems (5)
Donald A. Schmidt, Aircraft Programs (6)
Gerald G. DiPierro, Stockroom (6)
Barry Bopp, Struct. Sys. Prod. Sup. (6)
Charles V. Rollins, Lab. Oprs. Inspect. (6)
Frederick T. Boerum, Calverton Ops. (6)
Anthony J. Fasano, Jr., ILS Equip. Des. Eng. (7)
Anthony R. Pizzimenti, Soft. Sys. Proj. Mgt. (7)
Joseph A. Lazar, Jr., Sys. Dev. & Integ. (7)
Fred A. Kalhorn, Corp. Instr. Grd. Test (7)
Robert W. Zebrowski, Mech. Sys. Prod. Sup. (7)
Arnold L. Ferreri, Structural Design (12)
Robert E. McGill, Antennas & Radomes (14)
Dennis W. Berde, Elect. Des. & Dev. (14)
Florence G. Crevoiserat, Dist. Services (15)
Michael R. Kennedy, ILS Dig. TPS Engr. (25)
Bernard Hans, ILS Auto Circuit Anal. (25)
Vito R. Simone, Structural Design (25)
Gladys D. Faulks, Secretarial Serv. (25)
Frances Kidd, Sub. Secretarial Prg. (28)
Theodoret L. Cilento, Gen. Commodities (30)
James F. Meinecke, Gen. Subcontracts (30)
John R. Schnurr, Matl. Mgt. (30)
Gerald T. Mescall, Audit Liaison (30)
Victor G. Bonanno, ILS Sys. Concepts (35)
Charles S. Mooney, Software Sys. (35)
Frank Marconi, Jr., Aerophysics (35)
John A. Ricciardi, Prog. Qual. Mgt. (35)
Walter Timmerman, Prog. Contracts (35)
Edward M. Wittekind, ILS RF/SERVO/ Elec (40)
Richard A. Leyble, Elect. Countermeasure (40)
Stephen M. Farrell, Veh. Des. Proj. Mgt. (40)
Richard Stonelli, Jr., Est. Resources (40)
Vilho A. Abrahamson, Mech. Det. & Finish (43)
Paul S. Brazezicke, Elect. Liaison Eng. (43)
Frederick E. Lamb, Insp. Electrical (43)
Caesar W. Nugnes, Elect. Cable Fab. (44)
Gerald R. Samborsky, Invent. Mgt. (44)
John W. Leftwich, Pl. 56 M/S (56)
David L. Rutherford, Pl. 56 M/S (56)
Robert H. Crews, Prod. Shop (77)
Lola M. Williams, Tech. Ops (77)
David M. Bailey, Paint Shop (77)

July

Robert B. Sparke, Final Assy. (1)
Irene E. Regan, Steel Parts Assy. (2)
Ada V. Jones, Detail Parts Fab. (2)
Frank A. Lenardo, Assy. Methods (2)
Edward J. DiMeo, Stockrooms (2)
Walter H. Fried, Indust. Eng. (2)
John M. Jenkins, Mech. Process Eng. (2)
John W. Dileo, Major Assy. (3)
Dorothy P. Hopkins, Supp. Equip. Prod. (5)
Francis E. Maliar, Prod. Plnng. (5)
David R. Craig, Adv. Procure M/S (5)
Chee Y. Huie, Corp. Instr. Sys. (5)
Hugh D. Bone, Adv. Progs. (5)
George W. Wiseman, Corp. Sys. (5)

R. Erlandson

R. Palomba

Bruce W. Kennedy, A6/EA6B DITMCO/ Fuel-DA (6)
George J. Mills, EF111 Struct. Mod-DA (6)
Donald A. Loper, Support (6)
Elfriede M. Gaias, Administration (7)
John S. Tumilowicz, FTT Flt Dyn. & Load (7)
James W. Farruggia, Manpower Budg. & Cost Stat. (7)
Wilbert R. McDowell, Loads & Crit. (9)
Eugene J. Lowe, Softwre Sys. Proj. Mgt. (14)
Madeline A. Russo, ILS Secretarial Servs. (15)
Pauline Civitano, Camera Graphics (15)
Bartholomew J. Fussa, ILS Tech. Writ. (15)
John C. Lorenzo, B/P Warehouses (17)
Marion A. Armanno, Invent. Plan & Anal. (17)
Hilario Virola, Corp. Security (18)
Margaret M. Stehling, Corp. Security (18)
Paul W. Baldwin, Trans-Ops. (20)
Dennis F. Mogelnicki, Trans-Equip. Maint. (20)
Harry J. Zvonik, Central Rec. (24)
Anthony D. Piazza, Prog. Contracts (25)
Kenneth R. Rodgers, Mot. Prog. (28)
Lorraine R. Scaduto, Sub. Secretarial (28)
Alice M. Smith, Sub Sys. (30)
Patricia Post, Gen. Commod. (30)
Richard T. Maniscalco, Gen. Subcontracts (30)
Robert Ionescu, Tech. Reqmts. (30)
Mildred A. Reh, Supplier Cntrl. (30)
Elliott A. Manaker, Life Sciences (35)
Raymond P. Thek, ILS Tech. Dir. (40)
Anthony J. Bianchini, ILS Equip. Des. Eng. (40)
Josef J. Priller, Elect. Countermeas. (40)
Edward A. Orantas, Prog. Contracts. (40)
Janet R. Eisenhower, P.M. A-6 (40)
William Gallo, Elect. Final Assy-Temp. (43)
Edwin G. Wertz, Mach. Shop. (56)
Richard D. Sprague, Flt. Accept. (77)
Claude E. Rathgeber, Prototype/Detail Parts (77)
Robert F. Spetz, Tool Eng. (77)
John P. Engel, Bus. Ops. M/S (77)
William J. Sieyes, Fld. Ops Logis-Other Plts. (269)
Charles R. McGreevy, A/C Avion Sys-Other Plts. (294)

Next edition: August 5

Blood donations continue upward trend

Grummanites on Long Island are giving blood at a 7,000 pint-per-year rate, potentially one of the highest totals in years.

That's according to Herb Grossman, this year's chairman of the Grumman Blood Program. "After looking at the statistics on the completion of the first half of this year's drive, there are many Grummanites who deserve a 'well-done' from everyone on Long Island," he states.

Donations here on Long Island total 3,473 pints of blood so far in 1983. Last year's total amounted to over 6,000 pints. Based on the number of drives scheduled for this year, the Blood Program projects that Grummanites will donate over 600 pints more than this year's goal of 7,500 pints.

"The percentage of people who are making their scheduled donation times is increasing," says Vince Holder, who is co-manager of this year's program along with Joe Frisino. About 7,000 Grummanites on the Island, out of an employee population of some 22,000, have pledged to donate blood this year.

Bucking the trend

While there has been a nationwide decrease in donations, Grummanites have become an even more dependable source of blood donations to the community, according to Long Island Blood Services (LIBS).

LIBS provides the technicians for the Grumman drives and processes and distributes the blood Grummanites donate. According to LIBS Lori Pickering, "If Grummanites continue for the rest of the year donating at the rate they are now, Grumman will have one of the highest participation rates of any company its size." The projected participation rate for Grumman is 33 percent.

Not only is the number of Grummanites giving blood on the increase, but the number making their donation appointments is often high. On some days, Holder says, it has looked as though everybody scheduled to donate showed up.

Down south

Donations throughout Grumman are holding firm. In Plant 77 in Stuart, Florida, for example, the number of Grummanites who have given three pints or more is up to 50.

Frank True is Plant 77's number one donor, having given 62 pints of blood in his career. Harry Bibbee had given 61 and William Shange 60 pints.

The numbers loom larger when you consider that the Grummanites must drive several miles to the Martin County branch of the Palm Beach Blood Bank to donate. By the first week of June, they made 233 trips to the branch.

calendar

Computer Club: 1st and 3rd Mondays of every month, Recreation bldg., 5 p.m. Computer discussion and demonstration/ beginner to advanced programming. Guests welcome. J. Hayne, Ext. 4945/P. Frumkin, Ext. 5134

Dance Club: every Wed., 5-8 p.m., Recreation bldg. Guests welcome. S. Koppell, Ext. 115-3800

Duplicate Bridge Club: every Thursday, Recreation bldg., 6 p.m. Guests welcome. P. Gill, Ext. 115-8414

Equestrian Club: every weeknight, Knoll Farm, Brentwood, 6 p.m. Grumman employees and immediate family only. J. Eisenhower, 115-6211

Fencing Club: every Wed., 4:30-6:30 p.m., Recreation bldg. Free instructions, guests welcome. J. Hayne, Ext. 4945/P. Chaldaris, Ext. 3486

Folk Dancer's Club: (Calverton) every Thurs., 2nd floor, Pl. 6, lunchtime, Grumman employees only. J. Hamelman, Ext. 117-6835

Karate Club: every Tues. and Thurs., Recreation bldg., beginners 4:30 to 5:30 p.m., advanced 5:30 to 7:00 p.m., black belt instructors, physical and mental development; guests welcome. T. Ortiz, Ext. 4555

Magic Club: last Wed., of every month, The Magic Shop, Mid-Island Plaza, Hicksville, 4:45 p.m. Guests welcome. G. Albright, Ext. 5782

Carpools

Levittown to Plant 12: 7:30 a.m. — 4:00 p.m. Will pay weekly. J. Lesser, Ext. 5235 or 735-4607 eves.

Flushing, Whitestone, Bayside to Bethpage: want to start or join existing car pool. L. Eskanazy, Ext. 3452

Personals

Your kindness and sympathy are more deeply appreciated than any words of thanks can ever express. The Family of Charles E. Monivis

With sincere appreciation we wish to thank our friends and co-workers at Grumman for their warm expressions of sympathy and support during the recent loss of my mother. Fred Robinson and Family.

Our family wishes to thank our many Grumman friends for their thoughts, prayers, and expressions of sympathy during the recent loss of our father Walter. Walter Jr. and George Foray

We sincerely thank all our friends in Marketing and all of Grumman for their caring, help and support at this very sad and difficult time for us. On June 23, Ralph would have been with Grumman 25 years; this was a day he was looking forward to with great pride and anticipation. The boys and I will miss Ralph more than words can ever convey and we look forward to still being part of the Grumman family which was such an important part of Ralph's life. Julie, Ralph Jr. and Richard Aurora.

retirees

On behalf of our fellow workers, PLANE NEWS salutes the following men and women for their contributions to the company and wishes them well in their retirement. Those who retire in July are:

Joseph G. Maliszewski (2), Bartholomew J. Cammarata (24), William C. Cole (4), Benjamin Tauber (1), Herman Theilmann (43), Thomas F. Melia (3), Wilfrid E. Burelle (77), Luciano J. Scirica (2), Francis L. Salzman (28), John W. Nicholas (88), Walter Mattson (76), Joseph E. Holmes (67), Harold A. Kirvin (67), George O. Gifford (90), Michael J. Infurna (80), Frank J. Huttle (67), Aldrich J. Wodraska (2), Matthew Tropiano (2), Eugene M. Rothman (17), Lawrence F. Zeltmann (2), Joseph M. Kern (43), John C. Yeatman Jr., (6), Ida M. Rucklos (10), Leonard T. Bascone (44), Robert S. Aha (40), Charles T. Lee (4), Michael J. Bennett (3), Cornelius L. Cleary (12)

GRUMMAN plane news

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